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RCS: AU-D5



# HISTORICAL RECORD

of the

551st Airborne Early Warning and Control Wing

for the period ending

30 June 1961

Section I.		REQUIRED DATA			
1. UNIT AND LOCATION 551 Airborne Early Warning and Control Wing, Otis AFB, Mass.		2. NAME AND GRADE OF COMMANDER ERNEST J. WHITE Colonel, USAF			
3. CHAIN OF COMMAND (Superior Echelons)  North American Air Defense Command Air Defense Command 26th Air Division (SAGE)					
4. SUBORDINATE UNITS (Down to and including squadrons)  551 AEW&C Wing, Headquarters Squadron Section 551 Transportation Squadron 551 Field Maintenance Squadron 551 Operations Squadron 551 Electronic Maintenance Squadron 551 Air Police Squadron 551 Civil Engineering Squadron 551 Supply Squadron 551 Supply Squadron 551 USAF Hospital 551 Air Base Squadron 551 Air Base Group  551 WAF Squadron 960 AEW&C Squadron 961 AEW&C Squadron 962 AEW&C Squadron					
5. MISSION (Give authority and brief statement of primary mission) AUTHORITY: 26th Air Division (SAGE) Regulation 23-6 a. To provide airborne surveillance and control capability in the defense combat zone. This includes: 1. Extension of the air defense combat zone seaward. 2. Emergency replacement duty for inactive land based and/or picket ship surveillance and control stations. 3. Augmentation for saturated land base surveillance and control stations.					
6. PERSONNEL					
	OFFICERS	AIRMEN	CIVILIANS	TOTAL	
ASSIGNED	527	3697	619	4843	
<del>EXCEEDED</del> Authorized	569	3759	515	4843	
7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment) RC-121 Super Constellations  33 - D Models <u>3</u> - C Models 36 - Total Aircraft  C-47 Aircraft - Total: 2  H-21 Helicopters - Total: 7  H-21 Helicopters - Total: 2					

OPERATIONS

A complete staff study for deployment from a southern base in the ALRI (Airborne Long Range Input) mode was submitted on 1 May 1961. The 551st AEW&C Wing Disaster Control Plan (DCP-100 - 61) was coordinated and published on 14 April.

Staff Film Reports will be used to keep staff officers up to date on the latest weapons developments in the Air Force. The Wing went into Phase II of the SETP on 11 April, which required a major station relocation. From 13 April through 30 April, Station 4A was under extensive surveillance and tracking testing. We returned to Phase I of the SETP on 24 June by direction of Hq NORAD.

Wing aircrews submitted six CIRVIS reports on submarine sightings while on AAD missions during April, May, and June. An Unidentified Flying Object (UFO) sighting was reported by a 961st AEW&C Squadron aircrew on 21 April. A total of seven intelligence training periods were accomplished this quarter. Day #3 (Intelligence Estimates) was given on 7, 14, and 21 April. Because of the low attendance during these three periods, a make-up was held on 11 May. Total Day #3 attendance was 371. Day #4 (Soviet Order of Battle) periods on 5, 12, and 19, May were attended by 358 aircrew personnel.

Major Sven Olof Olson, Swedish Air Staff, Sweden and Major Kyell Lagerstrom, Assistant Air Attache, Royal Swedish Embassy, Washington, D.C., visited Otis AFB on 14 June to get a first hand view of the Airborne Early Warning System in operation. Wing Commander F. F. Lambert, RCAF, assigned to NORAD Intelligence paid an informal visit to this office on 26 April.

PERSONNEL

The promotion cycle of 1 June 1961 resulted in the following airmen promotions:

TO: MSGT	TSGT	SSGT	A1C	A2C	TOTAL
8	12	14	90	130	254

Critical Manning

	AFSC	AUTH	ASGD	PROJ ASSIGNED
Navigator	1534	138	111	120
Air Ops Off	1435Z	12	12	9
Air Elect Off	3054	9	6	5
Base Engineers	5525	7	4	4
Personnel	7324	13	6	8

Reenlistment Rates

	Base	Highly Tech	Tech	Semi-Tech
April	56.6	67.5	52.9	50
May	44.0	38.9	47.4	70
June	53.1	58.7	37.9	60

A total of 16 officers and 416 airmen were separated during April, May and June.

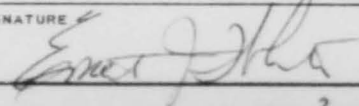
Approximately 20,000 record actions were accomplished. Considerable effort was made toward the conversion of obsolete AF Forms 4 to the new records system. This project is 99% completed. A considerable amount of time was spent in the purification of information contained on the punch cards. This required comparing all information contained on the cards to the basic records. All military leave records, with the exception of those personnel whose leave will extend into the month of July, were closed prior to 30 June 1961.

(If additional space is required, continue on blank sheets, size 8x10 1/2, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER

ERNEST J. WHITE, Colonel, USAF

SIGNATURE



Personnel actions in the process of completion or completed:

Nominations for Security Service - 10  
Leave request to visit foreign countries - 3  
Requests for special assignments - 12  
Permissive reassignments - 3  
Humanitarian reassignments - 10  
Officer retirements - 6  
Airmen retirements - 19  
Volunteer applications for overseas duty - 170  
AFR 35-66 (Homosexual) - 2  
AFR 39-11 (Pregnancy or Marriage) - 10  
AFR 39-13 (Hardship) - 4  
AFR 39-14 (Convenience of the Government) - 10  
AFR 39-16 (Unsuitability) - 8  
AFR 39-17 (Unfitness) - 19  
AFR 39-22 (Civil Court Conviction) - 1

EQUIPMENT PERFORMANCE

RC-121 flying time:

	<u>TIME FLOWN</u>	<u>MISSIONS</u>
April	3394:10	317
May	3659:45	327
June	3510:50	321

#### FACILITIES

Civil Engineering monitored 24 projects with an estimated cost of \$524,577. Contracts awarded amounted to approximately \$345,000 in construction costs. Eight projects for FY-63 Military Construction were approved, with a total cost of \$9,692,000.

Generators removed from installations scheduled for salvage as part of project "Money Tree" amounted to approximately \$8,000.

The Water and Sewage Section, Civil Engineering, began a program of Japanese Beetle control in conjunction with the US Department of Agriculture. The extent of the infestation at Otis AF Base has not been determined, but all indications are that the problem could grow beyond all expected proportions.

The Base Fire Department responded to 83 aircraft emergencies, one hot transformer, two hot electric motors, six local fire alarm systems turned in as a result of malfunctions, and five brush fires, one of which destroyed several acres of forest. One serious fire caused by spontaneous ignition in the coal storage silo at the base heating plant was extinguished.

#### MAINTENANCE AND SUPPLY PROBLEMS

April, May and June proved to be "continued progress" in the Base Supply Office. In the Material Facilities area, the rewarehousing by Federal Supply Class project has reached 80% completion with some 27,000 line items rewarehoused. Complete phase-out of all Weapons System accounting was completed on 5 June. The conversion of the F-101B account, the last of these accounts at Otis, was accomplished with a minimum of difficulty.



The formation of a monitor group for logistic support of the APS-95 radar system has yielded favorable results. The ANFE rate has been reduced and the base stock position on APS-95 spares has shown marked improvement. It is anticipated that the forthcoming conversion of the RC-121D fleet to the ALRI (Airborne Long Range Imput) communications systems will pose similar logistic problems to those encountered in the APS-95 program. Steps have been taken to provide close monitorship of this new program.

Improvement was made in the Maintenance Data Collection system through procedures adopted locally. Favorable comments were received from the Air Force Logistics Command on the reduced error rate. Continued emphasis was made on purifying the data received and increasing the reporting effectiveness of each work center. To enable the collection of data for the ALRI system presently being installed on RC-121 aircraft, recommendations were submitted with work unit codes for this equipment. It is hoped that the recommended work unit codes will be approved for use by the time the first aircraft has been retrofitted in September. The last aircraft for APS-95 retrofit went in work 16 June 1961 with estimated out date of 3 September 1961.

The location and size of the personal equipment locker aboard the RC-121D aircraft was re-evaluated at the request of 26th Air Division (SAGE) for the purpose of installing the MA-1 Sea Rescue Kit. It was determined that if we reduce the size of the personal equipment locker by half, there will be room for both this smaller locker and the MA-1 Sea Rescue Kit.

#### COMMUNITY RELATIONS

The major event in community relations was the Open House held for over 200,000 people on Armed Forces Day, 21 May. In addition, several base tours were conducted for Boy Scouts, and Civic organizations. Twenty speeches were made by Staff Officers on the subject of Air Defense. Radio and TV units in this area covered events at Otis AFB on the average of four times a month. These included such activities as Safety Demonstrations, ROTC arrivals, etc.

#### AWARDS AND DECORATIONS

##### AIR MEDAL

TSgt John F. Harris	961st AEW&C Squadron
SSgt David R. Scott	961st AEW&C Squadron

##### AIR FORCE COMMENDATION MEDAL

LtCol Clarence E. Franks	551 AEW&C Wing Headquarters
Major Wallace B. Newell	551 Operations Squadron
Capt Russell C. Fourlas	551 Civil Engineering Sq
TSgt Stanley E. Brown	551 AEW&C Wing Headquarters
TSgt Herman A. Wiesner	551 Operations Squadron
SSgt James E. Crabtree	551 Air Police Squadron
A2C Donna J. Pease	551 WAF Squadron

##### ADC COMMENDATION CERTIFICATE

TSgt Henry T. Adams	961st AEW&C Squadron
TSgt John T. McRae	551 Operations Squadron

#### RESULTS OF INSPECTIONS

There were no major inspections during reporting period.

#### MORALE AND MEMORIAL NOTICES

Morale, from all indications, is at peak level. The first Otis AFB Field Day was held 21 June with maximum participants and spectator attendance. A new Wood Hobby Shop was formally opened on 6 June. Otis AFB continues to rate very high in ECI enrollments, and ranked first in the Air Defense Command for May 1961.

#### FLYING SAFETY

During April, May and June, aircraft flew 12968:25 hours without a reportable accident or incident.

Wing Regulation 55-38 was published on 9 June 1961, which established procedures for reporting, processing, analyzing and classifying aborts, delays, unsuccessful sorties and inflight engine shutdowns.

#### GROUND SAFETY

During April, May and June, twelve industrial, one government motor vehicle, four private vehicles, two domestic and two sports accidents were reported. These accidents accounted for one military fatality, 16 military disabling injuries, six civilian disabling injuries and a total of \$57.00 in government property damage.

The overall valuation of ground accidents was \$40,234.00.

The accident involving the fatality occurred on 15 June, Menauhant Road in East Falmouth, Mass. Airman Third Class Patrick L. Davis (deceased) assigned to the 551st OM Squadron and a companion, Airman Second Class Ernest Tyers (seriously injured) were proceeding in an easterly direction on Menauhant Road at a high rate of speed. After crossing a bridge at Great Pond River, Airman Davis lost control of his vehicle and collided with a vehicle proceeding in the opposite direction. The driver and sole occupant of the approaching vehicle died while being transported to the hospital.

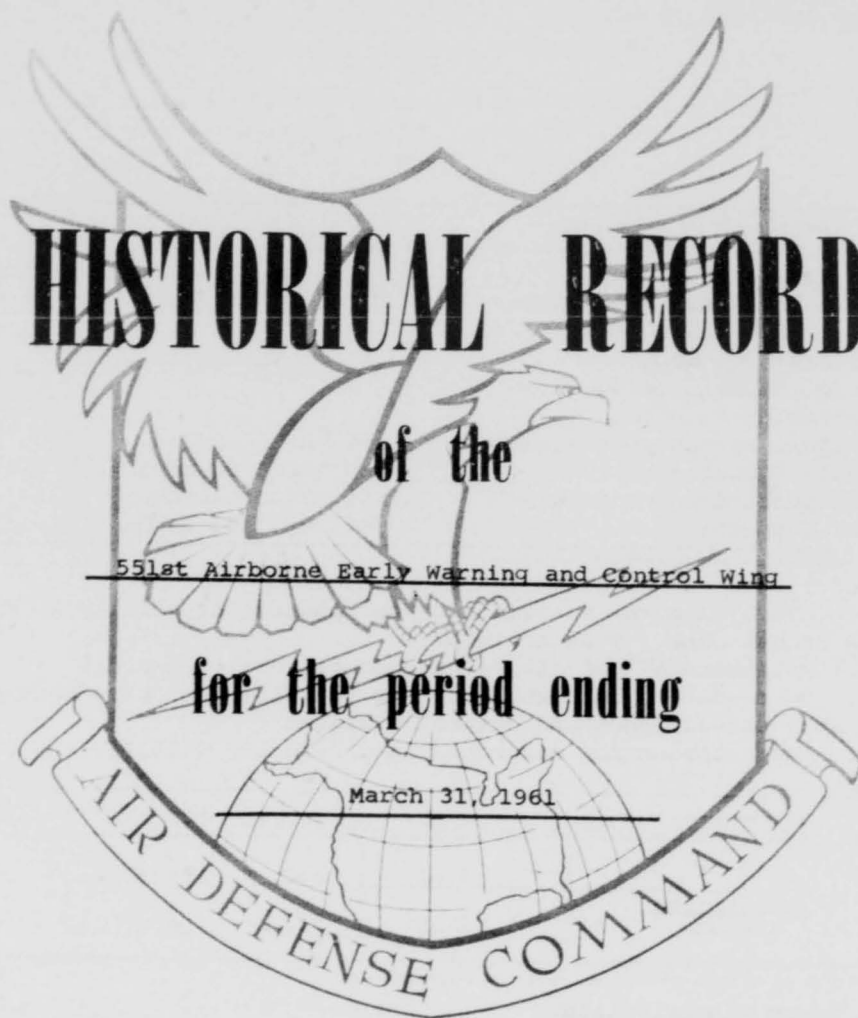
Otis AF Base officially launched its ADC "Life Saver" Accident Prevention Campaign drive by dropping a vehicle which had been

been raised to a height of 121 feet above the ground by helicopter. This event gave the over 3000 on-lookers a view of what happens when a car crashes at 60 MPH. Local civilian law enforcement and safety officials were guests of their military counterparts on this occasion and the event gained national news coverage.

Basic Driver Education and Compulsory Driver Education Courses were conducted. A total of 80 students were enrolled in these courses with 35 obtaining a Massachusetts State driver's license as the result of having completed both the classroom and behind-the-wheel phases of the basic course.

NOV 10 1961

RCS: AU-D5



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## Section I.

## REQUIRED DATA

## 1. UNIT AND LOCATION

551 Airborne Early Warning and  
Control Wing, Otis AFB, Mass.

## 2. NAME AND GRADE OF COMMANDER

ERNEST J. WHITE  
Colonel, USAF

## 3. CHAIN OF COMMAND (Superior Echelons)

North American Air Defense Command  
Air Defense Command  
26th Air Division (SAGE)

## 4. SUBORDINATE UNITS (Down to and including squadrons)

551 AEW&C Wing, Headquarters Squadron Section  
551 Air Police Squadron  
551 Civil Engineering Squadron  
551 Electronic Maintenance Squadron  
551 Air Base Squadron  
551 Field Maintenance Squadron  
551 Operations Squadron  
551 Periodic Maintenance Squadron      551 WAF Squadron  
551 Supply Squadron                      960 AEW&C Squadron  
551 Transportation Squadron            961 AEW&C Squadron  
551 USAF Hospital                        962 AEW&C Squadron

## 5. MISSION (Give authority and brief statement of primary mission)

AUTHORITY; 26th Air Division (SAGE) Regulation 23-6  
a. To provide airborne surveillance and control capability in the  
defense combat zone. This includes:  
1. Extension of the air defense combat zone seaward.  
2. Emergency replacement duty for inactive land based and/or  
picket ship surveillance and control stations.  
3. Augmentation for saturated land base surveillance and control  
stations.

## 6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	557	3461	530	4548
Authorized XXXXXX	589	3739	515	4843

## 7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

RC-121 Super Constellations

35 - D Models  
3 - C Models

38 - Total Aircraft

## Section II.

## COMMENTARY

AWARDS AND DECORATIONSAir Force Commendation Medal

Major John E. Abdallah	551 Wing Headquarters
Major Carl E. Wood	962 AEW&C Squadron
Major Wilbur E. Parker	551 Operations Squadron
Major Roy T. Ballah	960 AEW&C Squadron
Major J. S. Hollingsworth	551 Wing Headquarters
Major Wayne Daniel	551 Operations Squadron
Capt. Walter N. Hedges	551 Wing Headquarters
Capt. Lawrence Splann	960 AEW&C Squadron
1/Lt. Joseph D. Huth	551 Wing Headquarters
1/Lt. Joseph E. Connelly	962 AEW&C Squadron
CMSGT Jon W. Roggli	551 Org. Maint. Squadron
MSGT John P. Goorly	551 Wing Headquarters
MSGT Grover C. Kendall, Jr.	551 Org. Maint. Squadron
MSGT Charles W. McCann	551 Elect. Maint. Squadron
MSGT Charles Arnold	551 Operations Squadron
SSGT James E. Crabtree	551 Air Police Squadron

ADC Commendation Certificate

Capt. Frank J. Logwin	551 Wing Headquarters
MSGT Elmer G. Martin	551 Operations Squadron
TSGT Wallace Greenlee	960 AEW&C Squadron
TSGT Nathaniel B. Hallums	960 AEW&C Squadron
TSGT Johnie J. Johnson	962 AEW&C Squadron
TSGT Joseph A. Savoie	962 AEW&C Squadron
TSGT John T. McRae	551 Operations Squadron

Air Force Scroll of Appreciation

Mr. Wilfred J. Berube                      Chatham, Mass.

COMMUNITY RELATIONS

The most significant and far reaching event in recent years occurred during this period. On January 15, 1961, Texas Tower #4, off the New Jersey coast, collapsed into the ocean as a result of damaged moorings. Fourteen military personnel and fourteen civilian construction men lost their lives. Several Boards of Inquiry resulted in three Air Force Officers being charged with dereliction of duty.

Feature stories on the Towers appeared in leading magazines, as well

as full coverage in national and local newspapers, radio and TV programs.

Requests for tours, speakers, films continued. Excellent films on Air Defense were shown to most of the leading civic organizations in the area with favorable results.

MORALE

Morale, from all indications, has not suffered from the tower tragedy. A new base exchange cafeteria opened in the airmen's barracks area, as well as a new, modern library and a base photography shop. A stream-lined sports program has been put into effect and has received a high rate of participation and news coverage. With the summer season just around the corner, morale should hit its usual summer high.

EQUIPMENT PERFORMANCE

The following is a record of RC-121 flying times, aborts, delays for the reporting period:

<u>MONTH</u>	<u>FLOWN TIME</u>	<u>MISSIONS</u>	<u>IN-COMM RATE</u>	<u>ABORTS</u>	<u>DELAYS</u>
January	3742:55	352	45%	45	104
February	3437:10	348	59.8%	47	71
March	4481:00	434	55.4%	41	70

The following is a record of Post Flight Inspections, Periodic Inspections for the reporting period:

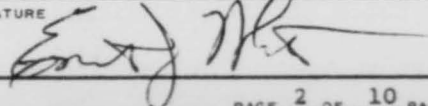
<u>MONTH</u>	<u>POST FLT INSP</u>	<u>PERIOD INSP</u>	<u>AVG. FLOWN TIME</u>	<u>AVG. DOWN TM.</u>
January	59	10 (RC-121) 2 (C-47)	4.9	6.5
February	61	9	4.4	6.8
March	71 (RC-121)	10	4.6	6.6

1 T-29

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TYPED NAME AND GRADE OF COMMANDER  
ERNEST J. WHITE  
Colonel, USAF  
Commander

SIGNATURE





The high down time can be attributed to several aircraft going into the Field Maintenance hangar for corrosion control during the month of January, a snow storm in February, and aircraft 402 being down for 98 hours during the month of February for elevator rigging. During the month of March aircraft #53-533 was AoCP for 97 hours for a lower radome change. During this period, the Transient Alert Section handled a total of 1274 aircraft. Of this total, 994 were reciprocating engine aircraft and 280 were jet aircraft. Included in the total of 1274 aircraft, 102 were VIP. Base Flight aircraft flew a total of 1072:20 hours with an in-commission rate of 77.8% for H-21's and 77% for C-47 aircraft. During this reporting period, the Base Flight section flew the highest number of hours ever accomplished with the number of aircraft assigned.

#### FACILITIES

Larger projects monitored by Civil Engineering during 3rd Quarter 1961 totaled approximately 23 amounting to \$567,000.00 A-E contracts awarded for construction projects totaled approximately \$490,000.00 for this quarter. During a major winter storm on 15 January 1961, Texas Tower #4 collapsed. Extensive underwater diving was conducted on an emergency basis for search, rescue, body recovery, and a structural investigation. The tower was valued at approximately 20 million dollars. An emergency structural

inspection is being conducted on Towers 2 and 3 to insure their stability.

During the months of January through March, 305 work orders were completed and 3436 buck slips were processed. During this period 47.45 inches of snow fell in this area and 2167 hours of overtime were expended to clear the snow from operational areas. An additional 1074 hours of overtime were generated by frozen plumbing and electrical distribution line failure. Preventative Maintenance crews have jacked up approximately 424 units of Family Housing to compensate for shrinkage of supporting members causing sagging of floors, jamming of doors and excessive cracks around floor sills on the first floor of each unit. Approximately 796 units remain to be accomplished and funds have been requested for the completion of this project by contract in FY-62.

MAINTENANCE AND SUPPLY

The number of POL vehicles authorized on current authorization against the number required to accomplish the assigned SAC and ADC missions is not realistic. An authorization of 25 R-2 vehicles is not compatible with the 36 R-2 type required. Request for increase is authorized to 36 vehicles and is pending at ADC. Additional alcohol water vehicles are scheduled for delivery and an additional MK-1 oil truck is scheduled for delivery.

Several special projects studies were completed during this quarter. Some of these are Engine Build up capability, revision of RUMD from 6000 flying hour manning to 5400 flying hours, Engine change forecast, ALRI manning vs. ALRI training, monitoring of teletype training and bench check capability of Instrument Shop. Parts shortage problems continue. The electronics radar and radio items seem to be suffering the most because of components in AWP condition. Many manhours are being expended cannibalizing equipment from aircraft and components from other AWP equipment as interim measures to support the 551st Wing mission. The following items are causing most problems: (a) AN/APS-95, HD-370, R-887, MD-339, A1 and A2 amplifier of R-887 (b) AN/APS-45 - APA-57, RT-261/APX-7 ARC-27. The engine build up shop is experiencing difficulty in obtaining bits and pieces to complete their QEC's. The work center recently requested assistance in obtaining 16 critical items. Heading this list are manifold pressure transmitters, engine driven fuel pumps, prop governors and rear prop feathering hoses. Power recovery turbines continue to be cannibalized to obtain shields (cooling caps) to avert AOC conditions. SAAMA reevaluated their "get well" date to 15 April. To date, a total of 33 complete turbine assemblies have been cannibalized to obtain cooling caps.

The AN/APS-95 continues to be a problem area due to lack of spares. The TR tube problem appears to be cleared up with the receipt of BLT 004A tubes as well as test MPT-17 tubes. Both types have proved very satisfactory to date. The HD-336 compressors that failed were sent to the manufacturer for modification and are now starting to come back. The HD-370 pump is presenting an ever increasing problem due to its high failure rate and no spares or preventive maintenance kits to back it up. A new problem of failure of the Rotary Coupler CV-740 has started in the last three weeks. There are presently no spare couplers available on base. There are 10 each R-887 receivers in AWP status. All of these receivers have been cannibalized for at least 5 items from each receiver in order to get parts for the mission aircraft. Bits and pieces for these receivers are gradually coming in.

With the impetus provided by a much improved manning position, the third quarter of fiscal year 1961 proved to be one of marked progress in the 551st Base Supply office. The Supply Improvement Program begun in September, 1960, was completed by mid January 1961. The final tabulation revealed that over \$6,000,000 worth of excess property had been turned over to the local redistribution and marketing activity. In addition to ridding the account of excesses,

approximately 40,000 line items were screened for Stock Control levels, and, as a result, some 10,000 Stock Control levels were adjusted. Following closely on the heels of the Supply Improvement Program was Project "Card UP". This project was initiated to prepare the account for conversion to the IBM RAMAC 305 Data Processing System. The project consisted of the screening of approximately 40,000 Supply Balance Cards against the USAF stock lists to insure that all the static information on each card was correct. Critical shortages of spares for the APS 95 radar system have caused continuing problems finally resulting in the formation of an APS 95 management group. This group devotes its attention entirely to the support of the APS 95 management group and has contributed markedly to the limited progress made in the area thus far. Rewarehousing by Federal Supply account commenced on 3 January 1961. At the end of the quarter, some 18,000 line items had been rewarehoused, representing about 40% of the entire account.

#### OPERATIONS

On 8 February, the Plans and Programs Directorate was reorganized and ceased activity as a directorate. Plans, including Mission

Analysis, was reassigned as a branch under the Deputy Commander for Operations. The Wing designed and implemented an AEW&C Evaluation Program. The program evaluates the effectiveness of AEW&C aircraft by comparing tracked detected against known traffic through the area of responsibility. Local flight test of the APS 95 Radar has been temporarily suspended due to lack of target aircraft and an increased operational commitment. This test was designed to measure the actual performance of the new equipment and will be resumed when possible. In February and March, the Wing participated in two 26th NORAD Region Exercises "Apache Chief" and "Apache Dance." These exercises had a dual purpose: (1) To exercise the Air Defense capability of the 26th NORAD Region and (2) the Mark XII IFF System simultaneously. During the course of Exercise "Ledo 6101" which also was the Tactical Evaluation of the 26th NORAD Region held on 18-19 February, the Intelligence Division had its first opportunity to test a new battle staff location in the Central Telling Station. The trial run was successful and in the future, intelligence will maintain its battle station in the Central Tell. The Intelligence Branch became the Intelligence Division under a new reorganization plan put into effect by the Deputy Commander for Operations. The Chief of the Intelligence Division is now

directly subordinate to the ODC.

The Otis AFB Instrument Landing System facility was operationally flight checked with a satisfactory rating. It was checked by a flight crew from Tinker AFB and placed on a 90 day probation period for test purposes.

PERSONNEL

New Assignments

Colonel	John D. St. John	Base Chaplain	1 Mar 61
Major	David M. Geddes	Wing Provost Marshal	1 Feb 61

Critical Manning

	AFSC	AUTH.	ASGD	PROJ. ASSIGNED
Navigator	1534	138	132	117
Pilot	1045D	150	143	133
Supply Off.	6416	4	3	2
Personnel	7324	11	7	7

The promotion cycle of 1 Mar 1961 resulted in the following airmen promotions:

TO CMSGT	TO SMSGT	TO SSGT	TO A1C	TO A2C	TOTAL
16	20	19	118	131	304

Airman records were screened and approximately 350 obsolete or non-current AF Forms 246-3 were found. By 31 March, this figure was reduced to 160. Separate maintenance of AF Form 4 and 7 was discontinued. Approximately 325 Officer Record Jackets were converted. About 300 draft copies of OER's were sent to units

for preparation and submission.

On 1 February, a key punch machine, a document writer, and a sorter were installed. Prepunched cards and listings were provided by the Statistical Services Office. The mechanization of the Personnel Office began and was completed on 17 Mar 61.

As a result of the Texas Tower #4 tragedy, the Personal Affairs Branch submitted initial missing casualty reports, search progress reports, notification to the next of kin, and final death casualty reports on the 14 military persons aboard. The Personal Affairs Officer, along with the Family Services volunteers, rendered casualty assistance to the widows in this area. Casualties during this reporting period, all victims of the Texas Tower, are listed as follows:

NAME	RANK	SERIAL NO.
Phelan, Gordon T.	Captain	AO 3007602
Bakke, Roald	MSGT	AF 19494274
Williams, Troy F.	MSGT	AF 14086365
Poster, Bishop O.	TSGT	AF 35901502
Wait, Donald R.	TSGT	AF 16062789
Green, Kenneth H.	SSGT	AF 11244815
Kovarick, Wilbur	SSGT	AF 32861025
Shaffer, Harry M.	SSGT	AF 13249888
Kruse, William E.	A1C	AF 21010558
Wolford, Larry V.	A1C	AF 13548281
Jones, Leland H.	A2C	AF 25346168
Laino, Louis M.	A2C	AF 13632971
Parker, David K.	A2C	AF 14643055
Giurastante, Domenic V.	A2C	AF 11353757